

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5590

晚九初月九年三十三緒光

TUESDAY, OCTOBER 15, 1907.

二拜禮

號五十月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,050,000

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. NIENTSIN.
OSAKA. FUKU.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 26th September, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP Gold \$2,500,000
RESERVE FUND Gold \$5,000,000
..... ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES-BANK, LTD

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2 per cent. on daily balances and ac-
cepts Fixed Deposits at the following rates—

For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft
Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:

Meissner, N.M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT

INTEREST allowed on Current Accounts.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted

F. JUNG,

Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (13,750,000).

RESERVE FUND Fl. 5,000,000 (1,417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES: Singapore, Penang, Shanghai,
Rangoon, Samatung, Sourabaya, Cheribon,
Tegal, Pecalongan, Pasotrocan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Kobe, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corres-
pondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 8th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS \$11,750,000

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. NIENTSIN.
OSAKA. FUKU.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
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Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

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Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank,
Muenchen.

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Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Kobe, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

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Do. 6 do. 4% do.
Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 8th June, 1907. [20]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	ARCADIA	About 18th Oct.	Freight and Passage.
LONDON, &c., via usual Ports	OCRAMA	19th Oct. Noon.	See Special Advertisement.
LONDON and ANTWERP	MANILA	About 23rd Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE & SYRIA	PALESTINE	About 27th Oct.	Freight only.
YOKOHAMA	PALESTINE	About 27th Oct.	Freight only.
SHANGHAI, MOJI, KOBE & SYRIA	PALESTINE	About 10th Nov.	Freight and Passage.
YOKOHAMA	PALESTINE	About 10th Nov.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 12th October, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

New Stock of

LINCOLN & BENNETTS'

HARD & SOFT FELT HATS

IN THE LATEST LONDON STYLES



\$5.00 each



\$7.00 each

SCOTTS' TWEED CAPS.

TELEPHONE 37.

LANE, CRAWFORD & CO. [50]

CALDBECK, MACGREGOR & CO.



WINE & SPIRIT MERCHANTS.

Telephone
No. 75.

15, Queen's Road Central.

ESTABLISHED 1864.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

SCHEDULE OF DEPARTURES DURING THE CHINESE PROCESSION AT MACAO.

SATURDAY, 10th October.

FROM HONGKONG	FROM MACAO
S.S. "SUI-AN," at 8.00 A.M.	at 2.00 P.M.
S.S. "SUI-TAI," at 1.00 P.M.	at 7.30 A.M.
S.S. "HEUNGSHAN," at 5.30 P.M.	at 9.00 P.M.

SUNDAY, 20th October.

S.S. "SUI-AN," at 7.30 A.M.	at 2.00 P.M.
S.S. "SUI-TAI," at 1.00 P.M.	at 7.30 A.M.
S.S. "HEUNGSHAN," at 9.00 A.M.	at 8.00 P.M.

N.B.—The "SUI-AN" will leave from Douglas Wharf, and the "SUI-TAI" and "HEUNGSHAN" from Company's Wharf.

Excursion Rates per "HEUNGSHAN" and "SUI-AN" on Sunday only.

Other days usual rates.

W. E. CLARKE,

Secretary.

Hongkong, 15th October, 1907. [79]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

LANE, CRAWFORD & CO.

THE MUTUAL STORES,

and all its BRANCHES,

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [10]

THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS, 2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED

AUTUMN COSTUMES

FROM \$28.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

Hotels.

TIFFIN

SERVED ESPECIALLY FOR BUSINESS-MEN

AT THE

CONNAUGHT HOTEL,

1.00 to 2.00 o'clock.

CHEAP MONTHLY RATES. [740]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [16]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

H. HAYNES,

Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE FREE GRAND.

Capt. T. AUSTIN,

Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain S. Bell Smith.
"POWAN,"	2,338 "	" H. I. Black.
"FATSHAN,"	2,360 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" B. Branch.
"HEUNGSHAN,"	1,993 "	" R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentine.
"SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF, and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons	Captain W. Reynell.
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Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	1,588 tons	Captain J. Willox.
"NANNING,"	1,569 "	" Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th October, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU,"	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN,"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Paquet & Co. For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,
General Agents.

Hongkong, 26th September, 1907.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-Class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.Telegraphic Address:
"CHEF" HONGKONG.
Telephone No. K4.Unrivaled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.O. E. OWEN,
Proprietor.
[708]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers, is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin-Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sonntz, A. I. and Watkins.

Yokohama, May 23rd, 1907.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

YOKOHAMA and KOBE	"PRINZ VALDEMAR" Capt. W. v. Senden	About FRIDAY, the 18th Oct, 1907
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. v. Binzer	About TUESDAY, the 22nd Oct, 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" Capt. Rud Meyer	WEDNESDAY, Nov. 2, 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. Senden	THURSDAY, Nov. 7th, 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of Nov., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong 11th October, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS	JAVA	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 2nd October, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 20th June, 1908.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

35, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1907.

Intimations.

LLOYD'S GREATER BRITAIN PUBLISHING COMPANY, LIMITED.

COMPILERS AND PUBLISHERS OF THE "WORLD-FAIR" 20TH CENTURY IMPRESSIONS SERIES OF PUBLICATIONS.

Already Compiled—

- "20th Century Impressions of West Australia."
- "20th Century Impressions of Natal."
- "20th Century Impressions of Orange River Colony."
- "20th Century Impressions of Ceylon."
- "20th Century Impressions of Straits Settlements and F.M.S."

And in course of compilation:

- "20th Century Impressions of Hongkong and Treaty Ports."

NOTICE TO SUBSCRIBERS.

Lloyd's Greater Britain Publishing Company, Limited, desire it to be distinctly understood that no copies of their forthcoming work on Hongkong, Shanghai and Treaty Ports will be obtainable by anyone residing in these countries except by advance subscription in respect of which deposit of not less than one half shall have been paid before the book goes to press. No copy will be delivered in the United Kingdom, or in any other part of the world until after the issue required locally has been despatched from London and then only under the following guarantee, signed by the purchaser:—

"I, _____, being desirous of purchasing a copy of Twentieth Century Impressions of Hongkong, Shanghai and Treaty Ports, hereby undertake, as a condition of the purchase, that I will neither take nor send the book, directly or indirectly, to any part of the territory to which it relates."

A printed slip setting forth the conditions under which the book is sold will also be inserted in every copy that is not intended for use in Hongkong, Shanghai or the Treaty Ports."

LLOYD'S GREATER BRITAIN PUBLISHING CO., LTD.
35, Queen's Road, Central.

PRESS REVIEWS OF PREVIOUS WORKS:

- "The Guardian," July 10, 1907:
- "Books of Reference."
- "It would be difficult to find a book of reference more trustworthy or more complete."
- "The Times Literary Supplement," July 12, 1907:

"Twentieth Century Impressions of Ceylon is, perhaps, not a very appropriate title for a book which aims at conveying a 'mething very much more than mere impressions.' The volume is extremely handsome and ornamental, the binding is magnificent, the paper excellent, the illustrations, which are said to number 3,000, admirably executed. There is much valuable information regarding tea and rubber cultivation, pearl fisheries, and every branch of trade and industry practised in the island."

"The Spectator," June 1, 1907:

"Twentieth Century Impressions of Ceylon (Lloyd's Greater Britain Publishing Company Limited)—This very sumptuous volume, with its 867 quarto pages and its illustrative photographs numbering nearly 3,000, is well worthy of its object."

"The Scotsman," May 23, 1907:

"... Yet by whatever biographical name it is described, it is an invaluable compendium of facts and figures, for enquirers specially interested in the present state of Ceylon and its material features, it should be added, reflects credit upon everyone concerned in its production."

"The Morning Post," June 29, 1907:

"This is done in this case, for you shall not think of anything which might be worth knowing about India's Pearl-Island and be disappointed in finding information about it."

"The Daily News," July 9, 1907:

"Every aspect of the island, historical, commercial, political and legal, and so forth has been treated, and in each case the subject has been entrusted to an expert."

"The Financial News," July 15th, 1907.
(Reviewed by Percy F. Martin, F.R.G.S.):

"It has long been a reproach among publishers that, amid the heterogeneous collection of literature which continually pours forth from the press, little or no attention is devoted to the numerous interests which our own colonies possess and concerning which the general public have a right to obtain—little or no information. To a great extent this omission is remedied by the present issue of Ceylon and its material features, it should be added, reflects credit upon everyone concerned in its production."

"The Ceylon Independent," July 13th, 1907:

"No expense has seemingly been spared in its preparation to achieve a satisfactory result, one that would reflect credit both on the Colony and the producers."

"Times of Ceylon," July 17th, 1907:

"The book forms a most useful directory to the business houses in the port and to the commercial industry of the island generally. In this way it should serve a very useful purpose. In concluding a lengthy, but far from complete, running review of this monumental book on Ceylon, we can only gain take the opportunity of complimenting all concerned on the careful and thorough manner in which it has been produced from the first page to the last. There is not the slightest evidence of scamp work anywhere, on the contrary every page bears ample testimony of the admirable character of the supervision over the production both in London and in Ceylon."

"The West Australian," Aug. 7th, 1907:

"It is remarkable for the completeness with which the labour involved in its compilation has been carried out."

"London Daily Telegraph," April 6th, 1906:

"Twentieth Century Impressions of Ceylon is a splendid volume worthy of its great subject, it is a mine of information."

Linn, Keeg, 9th October, 1907.

CHINA'S FINANCIAL REFORM.

Proposals for a uniform coinage for the Empire are once more being put forward in Peking with some show of urgency and sincerity, and it would appear that Professor Jenks' scheme, which was rejected two years ago, is now to be studied anew in the light of subsequent developments. The Treasury and the Ministry for Agriculture, Works and Commerce are reported to be moving in the matter, but it is by no means clear that they appreciate the difference between amateur recommendation and practical reform. If in no other department of State affairs, at least in the reorganization of her currency, it is essential for China to enlist the best expert advice, which can only be procured from abroad. The moment is opportune when a stimulus is forthcoming in a considerable shortage in the Central Treasury for it must be remembered that with the exception of the Government and foreign merchants all interests in China may be reckoned upon to oppose any change in the present chaotic system of finance. If, however, there are to be changes, it is to be hoped that the advantage of adopting standards of measurement and weight as well as of value will be recognized. The principle exists in other countries: in India, for instance, the rupee weighs a tola (from which is derived the word "tola") while the subsidiary coins weigh respectively $\frac{1}{4}$ and $\frac{1}{8}$ of a tola. In Great Britain, the legal weight of a penny is $\frac{1}{32}$ oz., of a halfpenny $\frac{1}{64}$ oz., and of a farthing $\frac{1}{128}$ oz., and the halfpenny is one inch in diameter. A new standard coin for China should not be a tola, which is too big; it might be made to weigh $\frac{1}{32}$ tola and to measure a useful standard, say an inch.—M. C. D. News.

DISASTROUS FIRE IN SEOUL.

DAMAGES ESTIMATED AT ¥100,000.

Early on Tuesday morning, reports the *Japan Chronicle* of 4th inst, a disastrous fire, occurred in the Japanese quarter in Seoul, Korea. The fire originated in the Kikuso, a Japanese restaurant. The flames rapidly spread to the adjoining houses, and travelled across the road, destroying the large brick building of the Japan Club.

In all 19 houses were totally destroyed and 6 badly damaged, the damages being estimated at about ¥100,000. There was no wind at the time, but the incomplete organization of the fire-brigade, and the scarcity of water, are responsible for the widespread damage. Many girls were sleeping in upper rooms of the restaurant where the fire originated, and before the alarm was raised the flames had obtained almost complete hold of the house. Many of the waitresses leapt from the windows, and some of them were injured. Happily no one was killed.

WEDDING AT YOKOHAMA.

An interesting wedding ceremony took place at noon on October 1st at No. 164, Bluff, Yokohama, the residence of Mr. N. W. Melvor, reports the *Japan Gazette*. The house had been prettily decorated, and in the drawing room white flowers were most profusely displayed. The contracting parties were Miss Margaret V. H. Mason, of Philadelphia, U.S.A., and Mr. W. H. Taylor, of Manila. Mr. Taylor, who is the accountant of the International Banking Corporation's Manila office, arrived in Yokohama some days ago and awaited Miss Mason, who crossed the Pacific by the *Hongkong-maru*. Landing at 9.30 in the morning she proceeded to Mr. Melvor's house and had time only to change into a charming wedding costume which she had brought with her. The officiating clergyman was the Rev. E. S. Booth, and Mr. M. D. Currie acted as best man. The house ceremony was preceded by an official registration at the American Consulate-General. A bridal gift was given at No. 164, Mr. Melvor proposing the health and happiness of the newly wedded couple.

Mr. and Mrs. Taylor were to proceed to Kobe, where they were to join the *Hongkong-maru* for the southward journey.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per cask ex Factory.

In Bags of 50 lbs. net \$8.00 per Bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 3rd October, 1907.

THE NEW FRENCH REMEDY

THERAPION.

"If it is successful and highly popular remedy, used in the treatment of the most common ailments, it is a valuable addition to the medicine of the day, and one which will be of great service to the public."

THERAPION No. 1 is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used. It is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used.

THERAPION No. 2 is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used. It is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used.

THERAPION No. 3 is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used. It is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used.

THERAPION No. 4 is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used. It is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used.

THERAPION No. 5 is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used. It is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used.

THERAPION No. 6 is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used. It is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used.

THERAPION No. 7 is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used. It is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used.

THERAPION No. 8 is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used. It is a powerful purgative, and is used in the treatment of constipation, biliousness, and all diseases for which it has been so much used.

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

Bargains.

The end of the Summer
Season being at hand,
we are now clearing
the remainder of our
Stock of

LADIES'
MUSLIN
BLOUSES.SUNSHADES
and
WASHING
SKIRTS

at
Very Low Prices.

NEW STOCK
of
GOLF JERSEYS,
MILLINERY,
&c., &c., &c.,
Just arrived.WM. POWELL,
LTD.,
ALEXANDRA
BUILDINGS,
Hongkong.

Hongkong, 5th October, 1907.

Hotel.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER
Hongkong, 14th October, 1907. [127]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 16th October, 1907, at Noon, at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
15 Cases TOILET SOAP.

8 Bales COTTON WASTE.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th October, 1907. [914]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 16th October, 1907, at 5.30 P.M., at Ah
King's Shipway (in shed),
The Racing Yacht
"SPRITE."

late of Royal Hongkong Yacht Club (one
design Class) Winner of this Season's Royal
Hongkong Yacht Commodore's Cup, and
having 30 points in the Races for the Club
Cup, this being the highest record; she is in
splendid condition and has two Suits of Sails.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th October, 1907. [915]

PUBLIC AUCTION.

THE Undersigned have received instructions
from Messrs. ASH & CO., to sell by
PUBLIC AUCTION,
ON

THURSDAY,
the 17th October, 1907, at 2.30 P.M., at their
premises, No. 93, Praya East, Wanchai,
A LARGE ASSORTMENT OF
JAPANESE CURIOS,
(Particulars from Catalogue).
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th October, 1907. [918]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

TUESDAY,
the 22nd October, 1907, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
100 DOZENS SLAZINGER
1907 CHAMPIONSHIP TENNIS BALLS,
44 DOHERTY
AND
15 RAMSAY RACQUETS.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th October, 1907. [919]

Intimations.

PABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907. [54]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAUHEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

SOLE AGENTS for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1907. [131]

THE CHINESE COMPRADORE.

The figure of the Chinese Compradore, is not, at first sight, a promising point of departure for historical dissertation. He is unimpressive; it is true, with the dignity of power, yet the somewhat drab nature of his duties seems to preclude the possibility of connecting him with the dignity of traditions. But in so far as he presents the best features of our relations with China, and is the outcome of our intercourse with her, he is both dignified and interesting. He represents the threefold significance of a very long period, the period to which Captain Hickey has given the term pre-conventional, extending from the middle of the seventeenth century to the middle of the nineteenth, and we can place him in direct relation with the main events which took place during that time. The commercial significance of those years may be dealt with first. When England introduced herself to the Far East, a large part of her commerce was in the hands of the East India Company. The Company was monopolistic, and resented the competition of men, who were known to the eighteenth century as "Interlopers." Their efforts, indeed, roused considerable discussion and animosity. Yet when the Company came to trade with China it was met by a Society more rigorously monopolistic than itself. This was the Syndicate of local firms known as

HONG MERCHANTS.
At first they exercised, from the Company's point of view, very useful functions. Englishmen, in those days, had no facilities for reaching either the Chinese producer or consumer, and, without the assistance of the Hong Merchants, they must have had recourse to retail transactions in the neighbourhood of their own warehouses. The Syndicate acted as a group of middlemen and it was only through them that trade, on an extensive and profitable scale, was possible. On the other hand, as English merchants became more familiar with their surroundings, and more capable of direct intercourse, the Syndicate exercised very irritating restrictions. The result was that the Company found itself in a position very similar to that in which its old enemies, the Interlopers, stood. It met with a form of poetic justice under which it suffered all the annoyance which it had itself imposed upon others. Englishmen claimed that China was purposely putting obstacles in the way of their commercial expansion and thus began the first phase of the "open door" question. China was charged with an obstinate exclusiveness, and various remedies were soon tried. Escape was sought by smuggling, by ignoring the existence of the Hong Merchants, and by threatening to withdraw from trade altogether. Throughout the first half of the nineteenth century our commercial relations with China were marked by the most confusing and disorderly series of events, clear in one respect only, namely, in the existence of complete misunderstanding upon either side. England clamoured for an open door and China remained barred and bolted by distrust. At length, in 1742, the Hong Merchants were abolished by treaty. Into their place stepped the Compradore. He took over the commercial functions of the Syndicate, dissociated from the monopolistic tendencies which had previously marked them. Thus the Compradore represents the first phase of the purely commercial side of the "OPEN DOOR" POLICY.

English traders are now able to utilize the services of middlemen without feeling themselves hampered by them. The Compradore stands in day for liberty won after long and hard struggles, and for the removal of the misunderstanding which resulted in an unpolitical obstinacy on the part of China, and a regrettable unscrupulousness on that of England. He stands, in fact, for the commercial significance of the two centuries covered by the pre-conventional period.

But the Syndicate of the Hong Merchants was not only commercial; it was a political body as well. In return for its monopoly of China's trade with foreigners, it became security for their payment of duties and for their good behaviour. When English merchants began to trade at Canton at the end of the seventeenth century, there was no such thing as a Consul. There were no recognized spheres of jurisdiction, no fixed tariffs, no harbour regulation and no police. The directors of the East India Company had no authority to delegate consular powers to their representatives, and when they delegated such powers, they never informed the Chinese Government of the fact. Consequently, the consular representatives of the Company were never officially recognized by the Chinese local officials, who insisted that all business whether of a commercial or of an official character should be conducted through the agency of the Hong Merchants. Thus Englishmen found themselves in the galling situation of being treated as adventurers, possessed of no credentials sufficiently satisfactory to the people who were ready enough to buy and sell with them. The absurdity of the situation was at length realized by the English Government. Fight came the Earl of Macartney's mission in 1793. He received a brilliant welcome but achieved little. Then in 1816 came the mission of Lord Amherst with the object of establishing an Imperial Court of Appeal from the "capricious and despotic" local officials in Canton, a mission which was equally fruitless. Next, in 1834, the Charter of the East India Company was not renewed and its commercial agents were replaced by three "Superintendents of Trade." The chiefs of these, Lord Napier, was sent out without any previous notice being given to the Chinese Government and consequently the Canton officials refused to have any direct relations with him. The impasse created by the existence of the Hong Merchants now became more impossible than ever. Lord Napier endeavoured to convey his letter of instructions without employing them as media. He could find nobody to transmit it, whereupon he retired from Canton and lived in solemn seclusion, abstaining from all contact with local officials. His successor, Captain Elliot, realized the impossibility of such a policy and expressed

his readiness to communicate through the Hong Merchants, but this policy broke down as well. Eventually,

THE OPIUM QUESTION
brought matter to a crisis. War broke out in 1840 and continued until 1842 and its real significance is made quite clear by the Treaty of Nanking, for while no mention was made of the opium question, one of the chief results was the abolition of the Hong system. Its place, as has already been pointed out, was taken by the Compradore. Just as Englishmen had struggled against the monopolistic tendency of the Hong Merchants, so they struggled against their political powers and by the abolition of the Hong System they were brought into direct contact with Chinese officials. Thus the Compradore is brought into direct connection with the purely political significance of the first two centuries of British intercourse with China and he stands for the political, no less than for the commercial, fruit of those laborious years.

Yet it is, perhaps, from the personal point of view that the Compradore is most interesting. Remarkable for many qualities, he is distinguished in particular by honesty. There have been cases of infidelity, but

COMPRADORES AS A CLASS
have shown trustworthiness rendered the more extraordinary by the circumstances in which it has been displayed. They are serving aliens, men whose whole attitude towards life is comparable with their own in one particular only, in their eagerness to make money. They act as middlemen between two nations who still openly distrust one another, and whose past relations have been marked by the most regrettable occurrences. They are in touch with all the anti-foreign feeling, which still prevails in China, and which, from time to time, gives evidence of the sharpest recrudescence. They are induced to their vocation by no sentimental reasons, and they live in a world remote from sentimental considerations. Yet their employers nearly always find them both willing and conscientious. They are entrusted with large transactions, and allowed a degree of independence which they might easily turn to their own account. In spite of all the duplicity which marks them and their nation is in other respects, they have shown the greatest

RESPECT FOR COMMERCIAL RECTITUDE.
The fact is both an augury and an interpretation. It is an augury of the fidelity which we may expect from the Nation as a whole in all its engagements with ourselves. It is an interpretation of the success with which we have conducted our intercourse with the whole of the East. That success has been due also, of course, to a questionable promptitude, and to a vigorous application of superior political strength. Our position in the East has not been attained with entirely clean hands. It is maintained too, in the last resort, by the power of the sword. But it has been won, and held, by something more than physical force. It is the result of an invaluable capacity, of a peculiar temperament. We have been dominated by a personality which has its foundations in our own prowess, but in the wider sense of fidelity and justice. We have impressed the East not only with our own reliability, but our readiness to trust. We may have given many proofs of intolerance and arrogance, but we have, through a long and difficult period, given few of injustice or chicanery. It is from this point of view that the Compradore is especially interesting. Englishmen are the principal traders in China; and their tongue is its international language. It is owing to their presence that the Compradore exists to-day. Is there no connexion between his honesty and their own?—N. C. D. News.

For Sale.

SWATOW DRAWN WORK
COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.
CANTON EMBROIDERY and CHINESE
LACES,

all from the best French patterns.
HONGKONG and SWATOW.
Hongkong, 13th September, 1907. [828]

THE HONGKONG
STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE
Hongkong, 15th September, 1907. [135]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES

FOR SALE.
12, DAQUILAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [800]

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition "the learned name of Anemia." But words change so fast. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of
WAMPOL'S PREPARATION
and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building-up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on anæmia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000)

Undertakes and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd May, 1907. [521]

PEAK TRAMWAYS COMPANY,
LIMITED.TIME TABLE.
WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.
4.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.
8.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [56]

A. CHAZALON & CO.,

WINE, SPIRIT and COAL MERCHANTS AND
GENERAL STOREKEEPERS.

Just Unpacked.
BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS
GRENADINE, GROZELLE, &c.

VICHY, PERRIER, ROCHEMAURE
AND
Other FRENCH MINERAL WATERS

ALSO
Large Assortment of CANNED GOODS
suitable for Pic-nic.
Hongkong, 15th May, 1907. [140]

Public Companies.

HONGKONG JOCKEY CLUB.

THE ORDINARY HALF-YEARLY
MEETING will be held at the Jockey
Club Offices, (Hongkong Club Annex), on
SATURDAY, 19th October, at 12.30 P.M.
Hongkong, 7th October, 1907. [903]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTYSIXTH ORDINARY
MEETING OF SHAREHOLDERS will
be held at the Office of the undersigned at
(2.30 P.M. on FRIDAY, 15th 25th inst.).
The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to the 25th
instant, both days inclusive.
J. ROINE, MATHESON & CO., LTD.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 4th October, 1907. [807]

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at
PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 22nd June, 1907. [87]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st October, 1907. [66]

TO LET.

LARGE and SPACIOUS GODOWNS
Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST,
formerly in the occupation of the Admiralty.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st October, 1907. [439]

TO LET.

HATHERLEIGH, Conduit Road.
No. 1, RIFON TERRACE, Bonham
Road.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st October, 1907. [659]

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD
CENTRAL.
No. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND
STREET.
GREENCROFT, GARDEN ROAD, Kow-
loon, Redecorated, Electric Light, Tennis
Court.
Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD,
Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 13th August, 1907. [742]

TO LET.

OFFICE, Large Front Room on First
Floor, No. 19, Queen's Road Central.
Apply to—
KELLY & WALSH, LD.
Hongkong, 12th October, 1907. [917]

TO LET.

ONE or TWO ROOMS, Furnished, with-
out Board Central.
Apply to—
"Z."
C/o Hongkong Telegraph.
Hongkong, 17th October, 1907. [913]

TO LET.

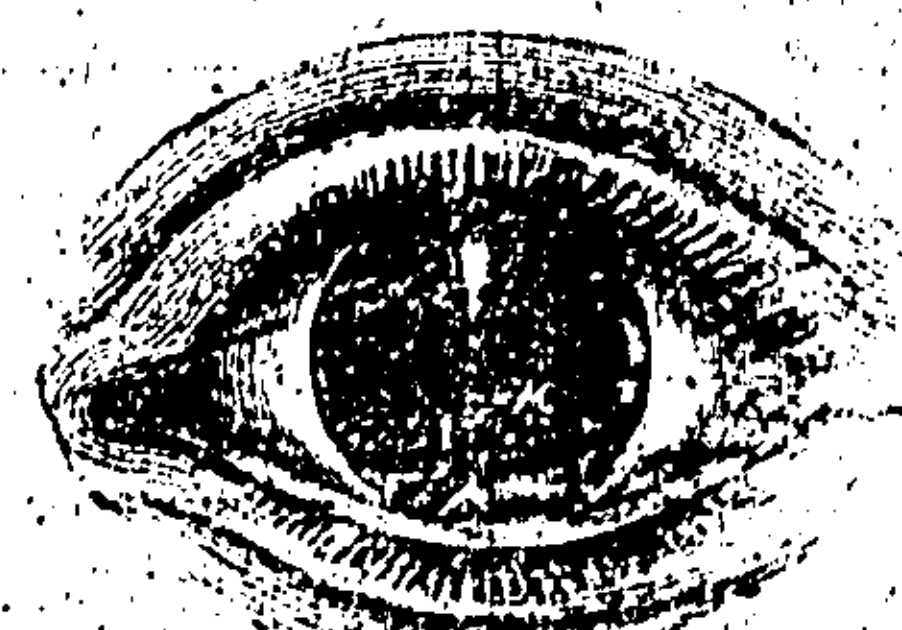
HOUSE No. 5, ROSE TERRACE,
Kowloon.
Apply to—
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Barretto & Co.
Hongkong, 14th October, 1907. [665]

TO BE LET.

AS from the 1st August next, No. 5 MOR-
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Will test your eyes free of charge, and if they are wrong will put them right.
Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
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CALCUTTA, SHANGHAI,
LONDON, 55, BURLINGTON STREET,
21, John Street, Bedford Row, W.C. Hongkong, 27th November, 1907. [144]

Intimation.



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CELEBRATED
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Per Case - - - \$15.00

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LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 12th October, 1907.

BIRTHS.

ON October 9, 1907, at Shanghai, the wife of G. H. PHILLIPS, of a son.

ON October 10, 1907, at Shanghai, to Mr. and Mrs. JOHN O. CURRIE, a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 15, 1907.

JAPANESE vs. BRITISH SHIP
PING INTERESTS.

If credence may be attached to the reports which are published in the vernacular newspapers of Japan it would appear that the Nippon Yusen Kaisha have discovered that in attempting to oust Messrs. Butterfield and Swire from the Hongkong-Swallow-Bangkok trade they reckoned without their host. When the subsidised steamers belonging to the Nippon Yusen Kaisha had been returned by the Government at the close of the war, it was announced that the premier shipping company of Japan had determined to inaugurate a coast service of steamers which would ply between Hongkong and Bangkok, taking in Swatow en route. That service was to be entirely distinct from any other of the coast services established by the same company, and it was started by the Japanese in the full and confident belief that with the aid of Government subsidies, cheap labour and low freight charges the old-established connection which had been sedulously cultivated, brought to maturity and jealously protected by Messrs. Butterfield and Swire would collapse like a castle of cards. Nobody can blame the Japanese for their high aspirations or the idea they seem to have entertained that a firm of the standing and resources of Messrs. Butterfield and Swire could be defeated in a preliminary skirmish. The British firm has been through far too many contests of a similar character to be dismayed even by the competition of the Japanese. And it is quite safe to say that had the Nippon Yusen Kaisha offered to carry Chinese emigrants from Swatow to Bangkok without charge they would not have found Messrs. Butterfield and Swire backward in accepting the challenge. Not that the Bangkok trade can be considered in the nature of a preserve for British shipping firms; on the contrary, it is a well-known fact that at certain seasons of the year the Bangkok export trade is sufficient to provide freight for vessels flying the ensigns of half-a-dozen nations. It can easily be understood, however, that when a newcomer gaily throws

down the gauntlet a firm of the reputation and standing of Messrs. Butterfield and Swire is scarcely likely to stand aside and quietly watch a rival pick the chestnuts out of the fire. Moreover, Messrs. Butterfield and Swire have had their capabilities tested in the past and they have not offered the first overtures to cease hostilities. Only a few years ago, Chinese coolies were being shipped from Swatow to Bangkok, first at a nominal charge, then for no charge whatever, and finally the coolies received a premium to travel by the competing lines. An amicable arrangement ended the cut-throat business, but the illustration indicates the qualities which have contributed to make the firm of Messrs. Butterfield and Swire what it is to-day. The Japanese company entered on the contest with a light heart, but a few months later, at the annual meeting of the Nippon Yusen Kaisha, it was stated that the service had been the reverse of successful and it was proposed to conduct the Bangkok trade from Singapore. We can, therefore, accept the report in the Japanese Press that negotiations are on foot whereby the Nippon Yusen Kaisha hope to come to terms with Messrs. Butterfield and Swire as approximately correct. What the effect of such an understanding may be it is too early to surmise, but we may assume that whatever compromise is arrived at it will not be of such a character as to militate against the wide interests of the Hongkong firm. For example, the fact that the Nippon Yusen Kaisha has acknowledged the futility of contending against the manifold powers which can be set in operation by Messrs. Butterfield and Swire, and the acquiescence of the latter firm in the effort of the Japanese to secure a respectable share of the interport trade is not to be taken as meaning that the Japanese coasting boats are at liberty to fill up their European vessels with freights which have been diverted from those British vessels in which Messrs. Butterfield and Swire have an interest. That would be carrying the game of compromise a trifle too far. It would be the reduction of a virtue to a weakness, and in these days of acrid competition that is not to be thought of—besides, it is not business. Now that the possibility of a long-continued struggle may be said to have been averted, so far as Hongkong is concerned, the scene is changed to Singapore, where the Japanese are to make a bold bid for a substantial slice of the distributing trade which flows through that port. There they will find themselves against the Norddeutscher Lloyd and a number of Chinese shipping firms. If they fancy that they can divert a portion of the German trade to Japanese bottoms, particularly the trade passing between Singapore and Bangkok, we fear they will find they have made an unfortunate miscalculation. The Chinese-owned vessels are generally operated by companies whose interests are spread over Singapore and Bangkok, so that freights at both ends are assured. It is difficult to understand how the Japanese could succeed in attracting even a part of those cargoes to themselves. The other boats on the run are employed under special charters or are so well and favourably known that shippers would think twice before passing old friends. The Japanese will have a hard struggle to make headway in the Southern Settlement even should the shipping trade experience a revival of prosperity which is not immediately anticipated.

WALL STREET CREDULITY.

It would be decidedly interesting to learn the origin of the statement which, quite a month ago, was telegraphed from Wall Street to London, to the effect that China had resolved to adopt the gold standard. Most of the London papers which pretend to any knowledge of city affairs published the news, together with the opinion of the manager of the Hongkong and Shanghai Banking Corporation that there was nothing in the statement. But how came it about that Wall Street should apparently place such reliance in the information, which had been sent from Washington, that the financial houses in New York should consider it worthy of being sent across the Atlantic? There has been nothing in the affairs of China of recent date to lead even the youngest follower of Chinese questions to believe that the Government intended to introduce the gold standard in relation to the currency of the country. Even the London & China Express errs egregiously when dealing with this matter, for it observes: "Some time ago the Americans sent a deputation to the Chinese with the view of persuading them to adopt the gold standard, but after consideration the latter decided to have nothing to do with it, but to improve their silver standard." We should be glad to have some light on the subject of that American deputation, its character and composition. The only "deputation" the majority of people in the Far East know about in this connection was that composed of Professor Jenks, the American economist, —if an individual may be described as a deputation— and he did not proceed to China of his own accord, but at the express invitation of the Chinese authorities. It is

beside the question that they rejected his advice—to adopt a gold standard—which would rapidly be transformed into a gold currency—on the ground that they could not see their way to build up a gold reserve. It is much more to the point that since the receipt of Professor Jenks's report the Chinese authorities, Imperial and Provincial, have time and again shelved the suggestion of introducing a gold standard. The farthest that China has moved in the direction of currency reform was when the Chinese Emperor ratified the British Commercial Treaty with China in July, 1903. By that Treaty China agreed "to take the necessary steps to provide for a uniform national coinage which shall be legal tender for payment of all duties, throughout the Empire by British as well as Chinese subjects." Even after that Article had been adopted there was some question as to its exact effect, and the Chinese held "that no matter what changes may take place in the future all Customs duties must be continued to be calculated on the basis of the existing rate of the Haikwan tael over the Treasury tael and that 'the touch' and weight of the former must be made good." Sir James Mackay replied to that by saying: "I presume the Chinese Government will make arrangements for the coinage of a national silver coin of such weight and touch as may be decided upon by them." And there the matter has been allowed to rest for over four years. It is true that the Chinese Government has had a special tael minted for circulation throughout the Empire, but the ninety millions coined are as yet in the Treasury coffers at Peking. But if even the uniform national coinage of the Treaty has yet to be issued how could the financial experts in America arrive at the conclusion that China had decided to adopt the gold standard? China has decided to do many things within the past few years; the catalogue of the things that China has left undone would fill volumes. Peking is the paradise of promises. Besides, even if China had decided on a progressive policy in the matter of a gold standard such a scheme could not be adopted in a day or a month. In a small country like Siam the negotiations preparatory to the introduction of the gold standard some four or five years ago occupied weeks, while the settlement of the details required months of consideration, although everything was done under the eye of a British official who had been specially lent to Siam in order to reform her financial system. The only conclusion we can come to is that the people in Wall Street and their representatives in London must be exceedingly credulous folk, or exceedingly ignorant of Chinese affairs.

LOCAL AND GENERAL.

FROM to-day Retreat will sound at 6 p.m.

M. DE RIJKE is proceeding by invitation of the Chinese Government to Taku to make a study of the Heiho with a view to formulating a scheme for its conscription.

LEAVE of absence to England, on private affairs, has been granted to Lieut. C. D. Drew, 3rd Middlesex Regiment, for 8 months, from date of sailing probably about end of January, 1908.

It is reported that the Peking Government has consented to Viceroy Hui Shih-chang's application to float a foreign loan of Yen 50,000,000. Negotiations, it is rumoured, will be opened with America.

THE visit of the United States battleship fleet to the Pacific is being made a political issue by the anti Roosevelt Press, while the newspapers that are opposed to naval expansion are using the war bogey as their chief weapon.

THE Chinese Engineering & Mining Co., Ltd., announces that the total output of the Company's three Mines for the week ending September 28, 1907, amounted to 19,340.85 tons and the sales during the same period to 18,935.32 tons.

PORTUGUESE in Northern Formosa have attacked a Japanese camphor expedition, cutting the telegraphs and blocking the railway. The fate of the expedition is unknown fifteen miles away, but it is feared that it has been annihilated. The Government General immediately dispatched 300 policemen to the scene.

TWO gardeners in the employ of the Botanical and Forestry Department were convicted at the Police Court, this morning, on charges of theft. They were found guilty of stealing six rose plants from the gardens yesterday. The magistrate (Mr. Melbourne) sentenced them to fit on day's gaol and four hours' stocks each.

THE N. O. D. News regrets to announce the death at the Hankow Hospital on Wednesday, 9th inst., from abscess of the liver of Lieutenant and Commander Perc. Crabtree of H.M.S. Kishka. General sympathy will be felt with Mrs. Crabtree, who has a wide circle of friends in Shanghai and who was at Hankow at the time of the sad occurrence.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donation to the funds of the hospitals:—

Tea Shop Guild \$25.50
Gaupp & Co. 20
Pharmacy 5
Hos. Mr. Wei Yok

THE boats *Sihchi* and *Tanma*, having in tow the dredge *Rhesana* and *Colonia* arrived at Singapore on their way to Shanghai on 6th inst. and anchored in the harbour. The dredgers are from Emden and the tugs belong to the International Tug Co. of Rotterdam. Calls were made at Algiers, Port Said, Suez, Aden, Colombo, and Sabang and the master of the tugs (each has a crew of 14) report "all well."

A WELL-KNOWN scamp, who was banished from the Colony some months ago and told not to return, until five years had expired, was captured last night robbing a sampan. The thief—Yim Ling, who said he was a sailor—was in the act of stealing a blanket and two pieces of clothing from sampan No. 45 (when he was spotted by an Indian policeman standing on the quay wall. At the Police Court, to-day, he was sentenced to 6 years' gaol for returning from banishment, and one month and six hours' stocks for the theft.

UNLESS Man Ming, a cattle dealer, of 26, Temple Street, Yau-ma-tei, starts to work and erect some stalls for his ponies, who have a habit of roaming about the streets of Yau-ma-tei all hours of the day and night, causing great inconvenience to pedestrians, it will go hard on him the next time he appears before a magistrate. This morning he appeared before Mr. F. A. Hazeland to answer a charge of allowing his ponies to frequent the public roads. He was fined \$5, and also ordered to pay \$350 compensation for certain property damaged by his animals.

IT is stated in a Tokio telegram of 4th inst. to the N. C. D. News that, with reference to the telegrams reporting that a Canadian Commission was coming to Japan to negotiate on the subject of the restriction of Japanese immigration into Canada, it is stated here on reliable authority that the Government will not give its consent to any restriction, inasmuch as the immigration may be restricted, when the Canadian Government considers it necessary, without any formal agreement. Such restriction, however, would be regarded here as a contravention of the Anglo-Japanese Commercial Treaty. Moreover, the bulk of the Japanese immigrants desirous of migrating to Canada has already left Hawaii, and it is not anticipated that such large numbers will invade Canada in the future.

WORK has now been begun on the Shanghai Bund in preparation for the two new passenger pontoons that are to be put into position in the middle of December. These pontoons, which will measure 140 ft. by 25 ft., and be apportioned by two bridges, each, are now in course of construction at the Vulcan Iron Works, and their cost will be borne in equal proportions by the Municipal Council and the Customs. To conform to the Conservancy normal line they will be moored fifty feet further out than the present Hankow Road pontoon. The pontoons will be roofed, and will be used exclusively for mails and passengers, facilities being given to the Customs to examine passengers' luggage on the pontoons themselves. After they have been completed the Kiukiang Road and the Customs pontoons will also be moored further out to meet the requirements of the Conservancy Board.—N. C. D. News.

THE funeral of Mr. Shih Tze-wo, late commander of Messrs. E. D. Sassoon & Co., and also of the Russo-Chinese Bank, took place yesterday forenoon, says the N. C. D. News of 5th inst. It was a most gorgeous cortege, similar to all Chinese funerals of that class and was escorted by the Town Band and the Chinese Volunteer Band. The bier was also artistic, being covered with a very pretty "kiosk" of flowers, and borne by thirty-two bearers. The brougham of the deceased gentleman which preceded the coffin was profusely decorated with flowers. The late Mr. Shih Tze-wo was only twenty-six years of age (Chinese reckoning) at the time of his death and leaves only one son, who is a mere infant. Mr. Shih was originally a member of the Tsai family—compradore of the Hongkong and Shanghai Bank and two other foreign banking institutions—but was adopted by the late Mr. Shih Tze-wo and succeeded in the posts held by his late adopted father, who had no children.

SHIPPING AND MAILS.

German (*Prinz Waldemar*) 17th inst.
English (*Arctida*) 19th inst.
Canadian (*Empress of Japan*) 20th inst.
American (*Korea*) 21st inst.
German (*Kleist*) 22nd inst.

The Ben Line s.s. *Denmond*, from Antwerp and London, left Singapore on 13th inst. for this port.

The H. A. L. s.s. *Sithola* left Singapore on 12th inst., at 5 p.m., and may be expected here on 18th, noon.

The Imperial German Mail s.s. *Manila*, which left here on 10th inst., arrived at Manila on 13th inst., a.m.

The British s.s. *Oriel* left Kuching on 15th inst. for this port, and is due to arrive here on 20th inst.

The Imperial German Mail s.s. *Goben*, which left here on 10th inst., arrived at Singapore on 14th inst., at 6 p.m.

The Imperial German Mail s.s. *Prinz Waldemar* left Manila to-day, at 5 a.m., and may be expected here on 17th inst., p.m.

The P. & A. S. S. Co.'s s.s. *Nunantia* sailed from Moll yesterday morning, and is due to arrive at this port on Friday afternoon.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 8 p.m., on 14th inst., and left again at midnight, same day, via Nagasaki for Shanghai, where she is due to arrive at 8 p.m. on 17th inst.

PIRACY NEAR HONGKONG.

TWO MEN DROWNED.

A daring piracy, as the result of which two men belonging to a Hongkong cargo-boat are believed to have lost their lives, has just been reported to the police authorities. At daybreak on the 30th September a cargo-boat, carrying eleven of a crew, which included two women and a child, and one passenger, set sail from Macao, bound for Hongkong. With favourable wind and sea the cargo-boat—the *Mut Wo*, it is stated—made good speed until the following morning when the wind died away. For more than five hours the *Mut Wo* drifted hither and thither with the current, with scarcely enough wind to rattle her sails, while her crew rested themselves at some aleop, others smoking their bamboo water pipes and chatting, waiting for a turn in the wind. In the afternoon a sufficiently strong breeze came up and the *Mut Wo* was headed for a small island so as to regain her proper course. Leaving the island on a fresh tack, the crew's attention was drawn to the presence of two fishing boats, on each of which about a dozen men, coming from behind the island, and being steered in their direction. Although not a word was said, the *Mut Wo*'s skipper became very much alarmed, for he suspected the "fishermen's" mission, and every man on board was ordered to the oars. In the next few minutes the *Mut Wo* was ploughing through the sea as fast as the wind and her oarsmen would allow. "Cargo-boat, Stop! We want to speak with you," came a voice from the fishing boats. No attention was paid. Instead of stopping the *Mut Wo* was pushed ahead, the order to stop seeming to have lost more power to the crew. But when a shower of bullets whistled dangerously over their heads the *Mut Wo* came to a standstill, while the crew took shelter from a further volley.

Ten minutes later the fishing boat drew alongside and twenty men, all armed with new rifles, sprang on board. The crew were driven into a hold and banded down until the early morning of the 4th instant when the skipper and his folk were sent ashore on an uninhabited island to shift for themselves. The pirates then sailed away, taking with them the two women and the child, and some hours later were lost from view. The cargo-boat, which was valued at \$1,400, had on board \$640 worth of clothing and jewellery, the property of the crew, and \$650 worth of pearls, the personal property of the passenger.

Once ashore the skipper discovered that two of his crew—the steersman and a seaman—were missing. They were not on board the cargo-boat when they left it, and the only conclusion that could be arrived at was that during the excitement both men jumped overboard and were drowned. For two days the refugees remained on the island without food or water, and without sighting a sail. On the morning of the third day, however, when they had almost given up hope of being rescued, a passing fishing boat, which was bound for Stanley was hailed, and in that the unfortunate crew were put ashore at Aberdeen, arriving there on the 13th instant. Thence they left for Yau-ma-tei, where they were received by friends, who took care of them until yesterday when the occurrence was reported to Inspector Kerr, at Tsim-tse-tai Police Station.

The skipper and his men—who appeared to be an ignorant lot—could not supply the police with any other information than the bare facts of what had taken place. They could not state the locality where they were pirated, nor could they give the name of the island on which they were imprisoned for two days and a night. A member of the crew thought he was put ashore near Cheung-chau, but this proved to be incorrect as there is always a large fishing fleet around those islands and their presence on the island would have been noticed earlier. It is believed, however, that they were put ashore at Pa Tung.

Throughout the day the skipper and several detectives have been searching around the harbour most carefully in the hope of locating the pirates—as was done in a case which occurred not so very long ago—but as far as it could be learnt their search has been a fruitless one.

THE AMERICAN EAGLE.

NEW GOLD COIN DESIGNS.

At the Mint in Philadelphia, where the best part of the United States metallic currency is coined, it has been found possible to modify the relief designs of the late Mr. Saint Gaudens so that the coins may be easily handled. The great sculptor's designs will be utilised in three denominations: the double eagle (a twenty-dollar piece), the eagle (ten dollars) and the bronze cent (a halfpenny). In the case of the cent the change will be a radical one, as though the Indian head will be retained, the new face is considered to be more characteristic of the American Indian, and with a head-dress more faithful in detail to the real thing. The head on the present cent is really of Caucasian type—it was posed for by a little daughter of James M. Longacre, the then engraver of the Philadelphia Mint.

For the new ten-dollar gold coin the design of the flying eagle has been closely modelled after the pattern of the dollars and half-dollars of 1836 and 1837. The designer of these coins was one Christian Gobrecht, who used as his model a live eagle that had justifiable claims to be considered the representative of the national bird. This was Peter, well-known as the "Mint bird," for he had his home there in Philadelphia, and accustomed to range at will over the town, returned each night to roost at the Mint. Unfortunately, this fidelity cost Peter his life, for he was caught by some mischance in the machinery of the mint and killed.

H.E. WU TING FANG.

FAR WELL ENTERTAINMENT BY THE CHINESE COMMUNITY.

A select circle of the Chinese friends of H.E. Wu Ting Fang, Minister-designate for China to Washington, have decided to entertain His Excellency at an informal dinner this week. When Dr. Wu was first appointed to the United States as the representative for China, the native community of Hongkong entertained him at a banquet at the City Hall at which there was present a large and representative gathering of the foreign and native communities. But on the present occasion it has been decided that the entertainment should be of an entirely private character.

H.E. Wu is due to leave for the North by the Great Northern S.S. Co.'s steamer *Nippon*. It is believed that he will proceed to Peking for an Imperial audience before resuming his journey to the States.

In view of His Excellency's forthcoming departure the following items from the senior Shanghai papers are of interest:—

H.E. Wu Ting-fang, who has been appointed success to Sir Chen-tung Liang Ch'eng at Washington, Canton dispatch states, has tried to refuse the post on the score of ill health. The Central Government, however, has refused to accept his Excellency's plea, and it is probable that he will have to go up North some time next month.

A eulogistic telegram in the name of a number of wealthy and influential Chinese doing business in the United States was lately received by the Waiwupu, advocating the claim of Mr. Chou Tse-chi, the Secretary of Chinese Legation at Washington, as the proper successor to Sir Chen-tung Liang Ch'eng. The Waiwupu, however, replied that H.E. Wu Ting-fang, late Junior Vice-President of the Board of Punishment, had already been re-appointed to the United States as Minister.

THE ADRIANS TRIAL.

SPECIAL JURY TO BE EMPANELLED.

On Monday next the trial of William Hall Adsett for the murder of Gertrude Dayton will be opened at the Criminal Sessions, before his Honour Sir Francis Pigott, Chief Justice.

A special jury, we are given to understand, will be empanelled in the case, and Mr. H. G. Calhoun, it is stated, has been retained by the Crown for the defence.

AN ACCOUNTANT'S LABOUR.

UNION TRADING COMPANY SUED.

In the Summary Jurisdiction Court, this morning, his Honour Mr. A. G. Wise, (Acting Chief Justice) presiding, an action was brought by Jose Maria X. v. against the Union Trading Company, of 19, Queen's Road Central, to recover from the defendant firm the sum of \$50, being the amount agreed to be paid to the plaintiff by the defendants for services rendered.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff; Mr. R. F. C. Manner, of Messrs. Johnson, Stokes and Master, being for the defendants.

After briefly outlining the facts of the case, Mr. Grist called the plaintiff to the stand. He said that he was engaged by Mr. d'Almada, of Messrs. Goldring and Balfour, to prepare a balance sheet for the defendant's firm, which was formerly carried on under the name of Cruz and Co.

His Honour—Which d'Almada is that?

Mr. Grist—d'Almada, Junior, your Lordship. Plaintiff was to get \$50 to prepare the balance sheet. On the 23rd August he went to the defendant's firm and did over an hour's work. The next day he was told that the balance sheet was no longer required as there was a difference between the partners.

Cross-examined, plaintiff said that it would have taken him about five hours to complete the balance sheet. He did not go to the defendant's firm on the day following his first visit as his services were no longer required, Mr. d'Almada having told him so.

Mr. d'Almada, an articled clerk, of Messrs. Goldring and Balfour, said that his firm was engaged in attending to the matter of the dissolution of partnership for Cruz & Co. A balance sheet had to be prepared and witness introduced the plaintiff to the defendants. Plaintiff was engaged to prepare the balance sheet for \$50.

Mr. Grist—Was the work completed?—No. On the following day I was informed that there was a dissolution of partnership and that the balance sheet was not wanted.

Did you approach the defendants for plaintiff's money?—I did.

And what was your reply?—One of the partners told me that it would be all right and that he would see Mr. Xavier.

Henrique Cruz said he was formerly a partner of Cruz and Company. Witness knew that plaintiff had been engaged to go through the books and prepare a balance sheet, with a view to winding up the partnership. Witness saw plaintiff in the defendant's firm one afternoon, examining the books.

Mr. Master—Did you see him moving out a balance sheet that afternoon?—I don't know.

Mr. Master contended that no agreement was made between defendants and the plaintiff to make a balance sheet for \$50. The defendants wanted an accountant to prepare a balance sheet and asked Mr. d'Almada to recommend someone to do the work, they being willing to offer \$50 when it was completed. Plaintiff, Mr. Master said, was engaged to do the work. One afternoon plaintiff called at defendant's office and examined the books. After about an hour's examination plaintiff informed one of the partners that the work would take five or six days—instead of five or six hours—that he was engaged by Goldring and Balfour; that he did not have the time to do the work; that the work was worth \$50; and if he was not offered that sum he could not do it.

Evidence for the defence was then called.

Judgment was entered in favour of the plaintiff with costs.

Telegrams.

(Reuter's.)

Result of the Duke of York's Stakes.

London, 13th October.

- 1.—Tirara.
- 2.—All Black.
- 3.—Dinnford.

Twelve started. The winner won by 4 lengths with 3 lengths between and 3rd. The betting was 20 to 1 against Tirara; 100 to 7 against All Black, and 11 to 4 against Dinnford.

The Emperor of Austria.

An official statement says that the Emperor Francis Joseph passed a very good night, and that His Majesty's general condition is not unfavourable.

The Floods in the South of France.

The floods continue in the south of France and Spain, and many people have been drowned.

The railways are interrupted.

General Sir John French in Russia.

General Sir John French lunched at the Mess of the Officers of the Horse Guards yesterday and after visiting the high military officials proceeded to Kieff.

CANTON DAY BY DAY.

DEPARTURE OF OFFICIALS.

(From Our Own Correspondent.)

Canton, 14th October.

This morning, Taotai Kung Sun Tsam, the taotai-designate of the circuit of the prefectures of Yumchow and Linchow, left here for his new post by the Chinese Government gunboat Kwong Yut. Taotai Cheung Tso-jung, the taotai-designate of the circuit of the prefectures of Kuangchow and Nanchow, also left this morning on board the Chinese gunboat Fok Po for his new post.

POLICE REFORMS.

Taotai Kung Sun Tsam has been superintendent of the Canton Police Force during the period he was Acting Provincial Judge here, and during that space of time the Force appeared to have made rapid progress under his supervision. It is now reported that Taotai Kung, considering the necessity of introducing a scheme for the reorganisation of the police forces in these prefectures after the recent rising, has selected some of the officers from the Canton Police Department to accompany him to Yumchow with a view of effecting the necessary reforms there.

ANTI-OPIMUM PROPAGANDA.

Yesterday afternoon, a meeting was held at the headquarters of the Central Anti-Opium Association, in the Mun Lan Shi Yuen. There was a very large attendance. Mr. Chan Wai-po, the president of the Association, was voted to the chair, and the following were some of the resolutions passed:—(1) That as it is found that in many parts of the province anti-opium associations have not yet been established, two members of the Central Association are selected who will be sent to the various districts to encourage the people therein to form anti-opium associations and to further the prohibition of opium smoking. (2) That the Mun Lan Shi Yuen is considered the most suitable for the offices of the Association's headquarters, and that as the term of three months' occupation without charge is about to expire, and that no other place can be found suitable for the purpose, it is decided to rent the Mun Lan Shi Yuen for a longer period at a rental of fifty dollars per month. At the meeting several other questions were discussed and their adoption passed.

PAWNBROKERS.

At present nearly all the pawnbrokers in the city of Canton have changed their terms of pawn from three years to a term of one year. This movement on the part of the pawnbrokers shows that the business is not very flourishing.

RISE IN THE RIVER.

Within the past few days heavy rain has fallen, accompanied by heavy thunder and lightning. The Canton river has risen a few inches with the muddy waters caused by the rising of the West River.

CANTON-WUCHOW RAILWAY.

The representative of the Kwangsi Railway Company in Canton has consulted with the board of directors of the Canton-Jankow Railway Company with a view of having the line from Canton to Samshui extended to the port of Wuchow, which will no doubt greatly promote the trade of the connected ports. Ta tai Kwong, engineer-in-chief of the Company, is about to make a survey of the proposed route of the new undertaking.

THE PROTECTION OF LINGSHAN.

The magistrate of the district of Lingshan, in the prefecture of Yumchow, has despatched a telegram to the Canton High Authorities stating that, although the city of Lingshan has been relieved from the hands of the rebels, yet a large number of troops are required to be stationed there to prevent the bandits from further outrages. In this telegram the magistrate requested that the Canton Authorities should instruct Taotai Sung, commander of troops at Yumchow, to send a regiment of troops to the city of Lingshan to protect that place.

SAMSHUI OPIMUM FARM.

The prepared opium monopoly farm in the district of Samshui is now also to be taken over by the Canton Shan Hou Chu, who have deputed expectant magistrate Chao Yun-yuen to that district to make the necessary arrangements preparatory to the assumption of charge of the farm by the Chu.

WEST RIVER PIRACY.

PATROLLING THE SOUTHERN WATERWAYS.

SUGGESTIONS BY THE BRITISH COMMANDER-IN-CHIEF.

(From a Correspondent.)

Canton, 14th October, 1907.

I forward you herewith literal translations of three important telegrams that have been exchanged between the Waiwupu at Peking and the Canton Viceroy. These telegraphic despatches relate to the vexed question of the patrolling of the West River and the pirate-infested waterways of South China. It will be seen from one of these despatches that the British Commander-in-Chief has been in conference with H. H. M. A. Minister at Peking by whom representations were made to the Waiwupu. The most important of these recommendations refers to the control of the cruising fleet to be built for the purpose of river patrol. Admiral Moore's views on the matter appear to exactly fit with those of the Hongkong Telegraph which, over a year ago, after the Salmagundi tragedy, advocated for the vesting of the river-policing into the hands of the Commissioner of the Imperial Maritime Customs.

Appended are the telegrams:—

[Telegram from the Board of Foreign Affairs to the Viceroy of Liang Kwang.]

H. H. Viceroy of Kwangtung, "Hung" (譯). The British Minister has represented that the four additional fast cruisers for the West River should be placed under the control of the Commissioner of Customs. We have repeatedly protested against this. The British Admiral also stated that the cruisers in the province of Kwangtung are unfit for service.

We ought to lose no time in ameliorating this state of affairs to avoid their interference.

Now, having arranged with the Ministry of Revenue to put aside the sum of Tls. 200,000 for initiating the river patrol scheme, we should give order for the purchase of the new boats for active service, so as not to give foreigners any cause for complaint.

It is, however, expedient to distinguish the right of control.

We propose to lay the responsibility of arresting pirates upon the local officials and that of searching for smugglers on the Customs.

Please arrange with the Customs. Please also arrange with the Commissioner as to the proper method for conducting this matter. In the meantime, a permanent fund for this expenditure should be raised and the matter should be given attention without delay.

The British Admiral will be in Canton next month, and it will be opportune for you to find out the indicated horse-power and speed of these cruisers so as to promote mutual understanding.

Reply by telegram at once.

(Sd.), Waiwupu "Siw" (譯).

[Telegram from the Board of Foreign Affairs to the Viceroy of Liang Kwang.]

H. H. Viceroy of Kwangtung, "Hung" (譯).

The British Minister has called with Admiral (Moore?) and alleged that British steamers have repeatedly been robbed on the West River to the detriment of British trade and prestige.

The case of piracy that occurred two months ago was a serious one. The Chinese cruisers were said to be incapable of arresting any of the pirates, who became bolder every day because the officials did not exert themselves and their system of policing was deplorable. He said that his duty was to protect British interests.

If China was not going to effect speedy reform he had to take the matter into his hands.

Now robbers are always prevalent in the province of Kwangtung and cases of piracy are happening too frequently on the West River. The local officials do not exert themselves in arresting the pirates and foreigners have good cause for complaint.

A speedy reform is truly necessary.

In the first place, guard-boats should be strictly ordered to keep a vigilant watch over the river and arrest all the pirates; and in the second place, magistrates of districts along the river should be strictly ordered to detect and clear all the lairs of robbers in the interior. Rewards should be offered, and time restricted, for the apprehension and punishment of all the pirates connected with each and every case of piracy hitherto reported.

Acting Admiral Ch'ui has been an able officer and it is for you to decide whether he should be instructed to take charge of the matter for the safety of native and foreign interests so as to avoid excuses taken by foreigners for their interference.

This is a matter touching the prestige of the State and you must strictly order all the civil and military officers under you to make a diligent search without lapsing into the least carelessness. You should communicate to us by wire how you propose to proceed in the matter any time in future.

(Sd.) Waiwupu "Hap" (譯).

III.

[Telegram from the Viceroy to the Board of Foreign Affairs.]

Their Excellencies the Board of Foreign Affairs, "Hung" (譯).

Telegrams marked Siw and Hap have been carefully preserved.

With reference to the matter of purchasing additional cruisers for the West River, since the Ministry of Revenue has been pleased to lay aside the sum of Tls. 200,000 for defraying the initial expenses four powerful and fast steam cruisers (gunboats) should be purchased without delay in accordance with your instructions and the matter attended to properly.

Piracy is an endemic crime in the province of Kwangtung since time immemorial. If a thorough investigation be not undertaken and effectual regulations not formulated, it would be impossible to effect any reform. I will re-

port the manner of conducting the affair for your approval after consulting with the Acting Admiral Ch'ui.

But there is a great deal of inconvenience if the additional cruisers now proposed be placed under the control of the Commissioner of Customs as requested by the British Minister.

It is an unquestionable fact that the Commissioner has no power of a Superintendent of Police and interference out of his jurisdiction is not permissible. The sphere of influence should be distinctly defined and only the right of searching for smugglers be under his control. For this service there are sufficient launches at the disposal of the Maritime Customs and no more need be added for the present.

Moreover, the proposal for additional cruisers is a special feature for the Police and has nothing to do with the searching for smugglers.

The West River from Chuluchow and Wuchow upwards down to the Chü Kiang estuary is everywhere infested with pirates and the means for the patrolling thereof with the four additional cruisers as now proposed is still considered inadequate, and therefore, it is impossible for them to perform the duty of revenue cruisers at the same time. Besides, the local Government is responsible for the policing of a place.

Therefore even were these cruisers required to search for smugglers, they should still be under the control of the local authorities and their dignity would thus not be tampered with.

No foreigner should interfere with the matter as to who shall take charge, because it is a policy of internal government.

Now I request you to reply to the British Minister promising that four additional fast steam cruisers shall be purchased for the province of Kwangtung and a strict Police system will be undertaken for the extinction of the prevailing piracy. But the service shall be under the control of the Admiral, while the Commissioner cannot be allowed to take charge as it will interfere with the right of self-government.

I beg of you to thus reply and adhere to this argument in protesting against his interference.

(Sd.), YEN CHUN, "Ho" (譯).

SECRETARY TAI'S FLAG.

"McCLELLAN'S" MYSTERIOUS SYMBOL EXPLAINED.

While the *McClellan* was lying in Hongkong harbour some speculation arose over the flag which flew from the mainmast. The explanation is given by the *Cathay* in the following article:—

When the transport *McClellan* approaches Corregidor next week bound for Manila with the Secretary of War on board, the first thing which will attract the attention of the signal sergeant on watch, if it be daylight, will be the flag flying from the vessel's mainmast. No other will be necessary to inform the signalman that the Secretary of War is fast approaching, for it will be as clearly read as though it was a huge tablet with a full description written upon its face.

It may be of interest to those who are not familiar with this flag to give a brief description of its characteristics, thus enabling us to easily recognize it when seen.

The field of the Secretary of War's flag is red. An eagle with wings outspread, facing the observer and resting upon the national coat of arms, is worked in the centre of the flag. This figure is very similar to that shown on each of the coins in circulation in the Philippines. In its right claw a branch of olives is held; in the left a bunch of arrows. Immediately above the head of the great bird is a white, circular halo, inside of which are placed thirteen stars, while the eagle holds with its beak a wavy ribbon with the legend "E. Flavius Unum" appearing thereon. Placed near each corner is a large, white star.

Blue, yellow, white and black bunting enter into the make-up of this flag which is of a design more difficult to make than the President's, as it differs from the Chief Executive's in that it has the four stars in the corners while in the President's these do not appear. The President's flag is, with two exceptions, exactly similar to the Secretary of War's. The latter, as stated above, has a red field and a star in each corner, while the former has a blue field and no star in the corners.

The flag which is on board the *McClellan* was ordered last week by Captain Scott of the Quarter-master's Department, Manila. The Army was without a Secretary of War flag of the dimensions desired and it was left to the Quarter-master to secure one and that without undue delay. The Army, having no facilities for making this ensign, called upon the Cavite naval station to supply their needs. The navy storekeeper was unable to furnish the desired article but suggested that one could be manufactured at the station and completed before the sailing of the *McClellan* for Hongkong.

A rush order was placed with the Equipment Department and the Equipment Officer, Lieutenant Commander J. R. Edie, after an interview with the master sailmaker, Mr. E. Valmis, advised that the flag would be manufactured and delivered to Captain Scott in time to allow of its being put on board the *McClellan* prior to her sailing.

For five days fifteen steamstresses under the direction of Mr. Valmas worked faithfully on the flag, the intricate design of which made it necessary to employ hand needlework to make the feathers, claws, olive branch, arrows, etc.

As completed, the handsome and carefully made flag measures 11 by 24 feet and cost, counting labour and material, about 150 pesos. The sail loft employees are now engaged in making a second one of these large flags for use by the Navy and also one of smaller size which is intended for use on small boats or launches.

There is probably no flag carried by the Army or Navy which is more difficult to manufacture than the Secretary of War ensign, and the sail loft employees deserve much credit for the expeditious and careful manner in which orders given them are executed.

THE PROMENADE CONCERT.

THREATENING WEATHER MILITATES AGAINST LARGE ATTENDANCE.

Last night, the second promenade concert of the season was held on the Volunteer Parade Ground. The attendance was not so large as was anticipated, but from a musical standpoint the concert was an entire success. The weather during the evening looked very threatening. Indeed, and this, no doubt, kept away a good many people, who would otherwise have been present. As it was, only a third of the seats were occupied when the orchestra began. This was a pity, considering the excellent programme which had been arranged. The rain, fortunately, kept off, and throughout the evening a fresh northerly wind kept things pleasant and cool.

The Band of the Middlesex Regiment opened the programme with the "Bona Fide" March, after which Mr. W. H. Claxton mounted the tiny stage, which was tastefully decorated with bunting, and sang "Out on the Deep." Mr. Claxton possesses a fine baritone voice, and sings well. The next item, "Nivarna," sung by Mr. S. Moore, deserved the hearty applause given by his listeners. The *Valse Lento* and *Pielcato Polka* ("Silvia"), played by Mr. Joki (violin), Mr. Koenig (cello) and Mr. Grimble (piano), was a real treat. These three gentlemen are all capable instrumentalists and always delight their audience. Mrs. A. G. Gordon then sang the old song "Kathleen Mavourneen," which gained for her hearty applause. Mrs. Gordon has a powerful contralto voice, which was heard to great advantage in the open air. She was lustily encouraged, but did not appear again, and the audience had to be content with the knowledge that she would re-appear later.

"Riding on top of a bus," by Mr. Benedetto, amused the audience considerably. His delivery was sufficiently farcical without being silly. The stage, however, was too small to allow him much room for his movements, which always give more effect to a piece of this kind. Mr. W. A. Hannibal sang the comic song "He was a married man," and being re-called gave imitations of the recitation of Rudyard Kipling's well-known poem, "The Absent-Minded Beggar," by a wheezy old parson, a caterer and a person who thought he could recite, but couldn't. This piece although not quite so funny, was more sensible than the first. Mr. Frederick Carr's rendering of "The Burglar's Serenade" was decidedly good and effective. Mr. F. Joki again delighted the audience with his violin solo "Humoresque" which was well received. Mrs. A. G. Gordon now appeared again and sang "Sunshine and Rain," which pleased those present even more than her first song. Mr. Leckie took the part of Mr. Lymer, who was indisposed, and sang a comic song in his usual humorous style. The Middlesex Band then struck up "Haddon Hall" after which "God save the King" was played, and a very enjoyable evening was brought to a close.

THE SUGAR TRADE.

A JAPANESE COMPLAINT.

The Osaka *Matsuchi* complaints of the action of the Japan Sugar Refining Company, Limited, since it absorbed the Daiichi Sugar Refining Mill, in buying up the Daiichi Mill, and thus monopolizing the sugar refining business in Japan, it is pointed out, the company declared that it would concentrate its energies upon the extension of the market abroad, and check the rise in the price of sugar at home, thus endeavouring to avoid the usual attendant evils of monopolies. The company, however, has entirely ignored this declaration, and has availed itself of the advance in the market of raw sugar to raise the price of sugar. Since the absorption of the Daiichi Mill, the company has been improving its business methods. The Osaka Journal contends that it is only proper for the company to change old methods in order to save working expenses and increase profits, but the company should not lose sight of the fact that as it tries to multiply its profit, so the price of sugar advances, to the inconvenience and loss of the public. It is to be deplored that the company shows a tendency to ignore its former declaration, and to plunge into the evils of a monopolized business. There is some excuse for a company resorting to such a course if its business is not plying, but the company in question has been making good profits, as is shown by the fact that it was able to pay a dividend of 20 per cent even for the last half-year—a period of depression for the sugar market. Without raising the price of sugar, the company should be able to make a larger profit than before by the saving of expenses incurred by competition, which the amalgamation with the Daiichi Mill has rendered unnecessary. Despite this, the market of sugar rose about 40 on the *sanon* quality (No. 3), and from 60 to 70 on *sanon* (No. 4) immediately the Daiichi Mill had been absorbed. Although the competition between the agents of the company and those of the late Daiichi Mill is to some degree responsible for the advance, the company must be held responsible for breaking its pledge. The company has now been awakened to a sense of the evil, and made an offer of 10,000 bags of the *sanon* quality for public auction on Friday, as a measure for checking the further advance. As the result of the auction, according to the *Matsuchi*, the market may decline to some degree. The company is recommended to stop any further advance, now that it has been brought to realize its mistake. The establishment of a sugar monopoly by the Government is threatening, and if the company is so covetous of large profit, it may induce the Government to take up the sugar refining business. It is to be hoped, concludes the Osaka paper, that the company will adhere to its original pledge. The announced auction of 10,000 bags of sugar by the company on Friday was postponed on the ground that the regular auction is to be held to-morrow (5th inst.). The market, which had gone down by 10 or so on account of the announcement of the auction, began to rise again upon the postponement of the auction. The stock of sugar is small everywhere at present, says the *Matsuchi*, and the sugar market will never go down so long as the company pursues the present policy of withholding stock.

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

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Hongkong, 15th October, 1907.

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FLATS in MORETON TERRACE.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 15th October, 1907.

THE JAPANESE CEMENT TRADE.

HOPEFUL PROSPECTS.

In reference to the prospects of the cement trade, a veritable contemporary remarks that during last spring, when the business boom was still active, large orders were issued for foreign cement on speculation, and about 80,000 casks arrived at Yokohama and about 12,000 at Kobe in June last. By that time, however, a great change had taken place in the economic situation, many new companies had collapsed, and the demand for cement had practically ceased. The American cement was found to be inferior in quality, and importers made great efforts, but without result, to dispose of their stocks. The large arrival of foreign cement and also the extension of the old cement works, adversely affected the market, and buyers consequently hesitated. Their fears have, however, been contradicted by the facts. The Toa and Sakura Cement Companies require much time yet before starting business, and if the old companies have increased their output, the stock has not glutted the market to such an extent as to force down the price. By the recent inundations heavy damages were caused in various parts, and the necessary repairs will soon call for a large demand for cement, and the market has therefore a good prospect. The Kansai Railway Company ordered over 70,000 casks, before the line had been taken over by the Government, from the Osaka Cement Company.—[*San Chronicle*.]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

T. A. M.

London—Bank T.T. 2.04

Do. demand 2.04 9/16

Do. 4 months' sight 2.04 15/16

France—Bank T.T. 2.56

America—Bank T.T. 4.91

Germany—Bank T.T. 3.09

India T.T. 1.53

Do. demand 1.53 1/2

Shanghai—Bank T.T. 2.73

Singapore T.T. 1.51 1/2 prem.

Japan—Bank T.T. 1.00

Iava—Bank T.T. 1.23

Buying

4 months' sight L/C. 2.14

6 months' sight L/C. 2.15 1/2

30 days' sight San Francisco & New York. 2.04

1 month's sight do. 5.11

30 days' sight Sydney and Melbourne 2.14

1 month's sight France 2.63 1/2

6 months' sight do. 6.44

1 month's sight Germany 2.15

Ba. Silver 41 1/2

Bank of England rate 41 1/2

Bank of France 31 1/2

Silver 50 1/2

OPIMUM QUOTATIONS.

Today's quotations are as follow.

Per picul

Malwa New @ 800/80

Old @ 840/80

Older @ 900/90

Per chest

Alta New @

Old @ 885/80

Benares New @ 764

Old @ 864

Persian (Paper) @

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 15th at 12.05 p.m.—The barometer has fallen slightly at the stations around the China Sea, and pressure is low apparently to the Southward of the Paracels.

The highest pressure is over China to the North of the Yangtsze.

Fresh to strong N. E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The Japanese returns are not yet to hand.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, fresh; fair.

2.—Formosa Channel, N. E. winds; strong.

3.—South coast of China between Hongkong and Lamock, same as No. 2.

4.—South coast of China between Hongkong and Hainan, same as No. 2.

Intimations

THE

ROBINSON PIANO

CO., LD.

INVITE IN-PECTION OF THEIR

BABY GRANDS

BY

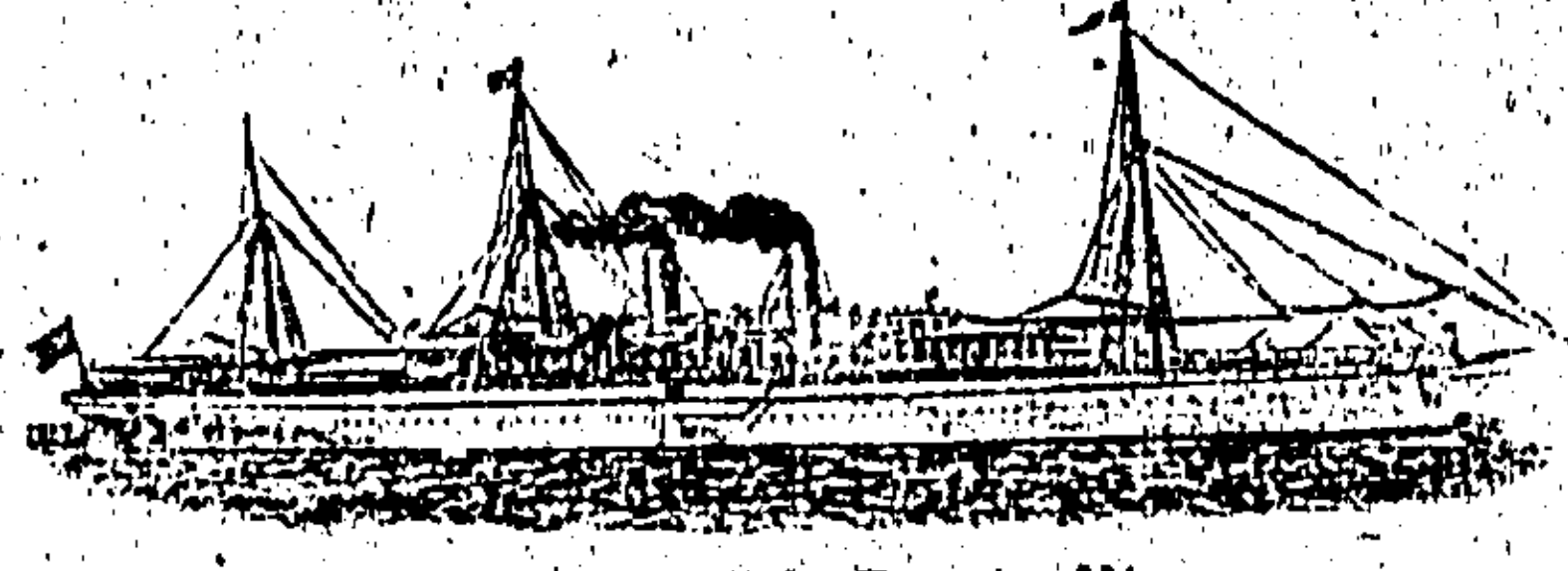
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"EMPEROR OF INDIA".....	6,000	THURSDAY, Oct. 24th.....	Nov. 11th
"EMPEROR OF JAPAN".....	6,163	WEDNESDAY, Nov. 6th.....	Nov. 30th
"EMPEROR OF JAPAN".....	6,000	THURSDAY, Nov. 21st.....	Dec. 9th
"EMPEROR OF CHINA".....	6,000	THURSDAY, Dec. 19th.....	Jan. 6th
"EMPEROR OF INDIA".....	6,000	THURSDAY, Jan. 16th.....	Feb. 3rd
"EMPEROR" steamers will depart from Hongkong at 4 P.M.			
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THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" and "EMPEROR OF JAPAN," 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines of New York £71.10.
Hongkong to London, Intermediate on
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First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

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(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	CHUOYANG	THURSDAY, 17th Oct., 4 P.M.
MANILA	YUENSANG	FRIDAY, 18th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUANGSANG	SATURDAY, 19th Oct., Noon
SINGAPORE, PENANG & CALCUTTA	KUANGSANG	THURSDAY, 24th Oct., Noon
MANILA	LUONGSANG	FRIDAY, 25th Oct., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single	Return
Hongkong to Singapore 1st Class	5 65	10 00
Penang	85	130
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* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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Hongkong, 15th October, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI DIRECT	"YOOH JOW"	16th Oct., daylight.
CHEFOO & TIENSIN	"KUEICHOW"	18th " 4 P.M.
SWATOW, NINGPO & SHANGHAI	"KOUKIANG"	18th " "
CEBU and ILOILO	"KAIKONG"	18th " "
CHEFOO & NEWCHWANG	"KWEIYANG"	19th " "
MANILA, ZAMBONGA & COLONIES	"TAIYUAN"	26th " "
SWATOW & SHANGHAI	"SHAHSING"	19th " "
KOBE	"TSISAN"	25th Nov., 4 P.M.

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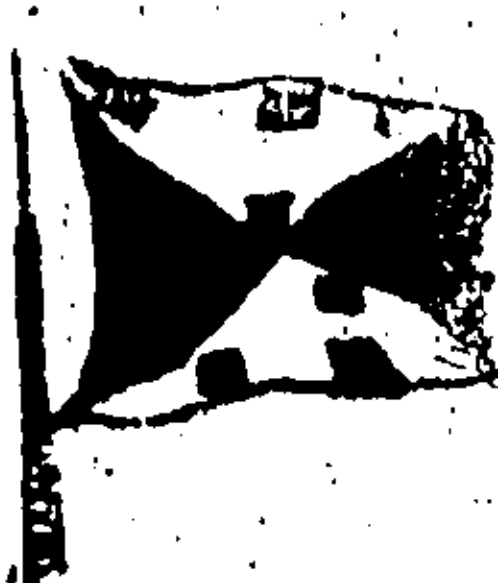
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Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
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Steamship	Tons	Captain	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 19th Oct., 1907.
ROBI	2540	Almond	"	SATURDAY, 26th Oct., 1907.

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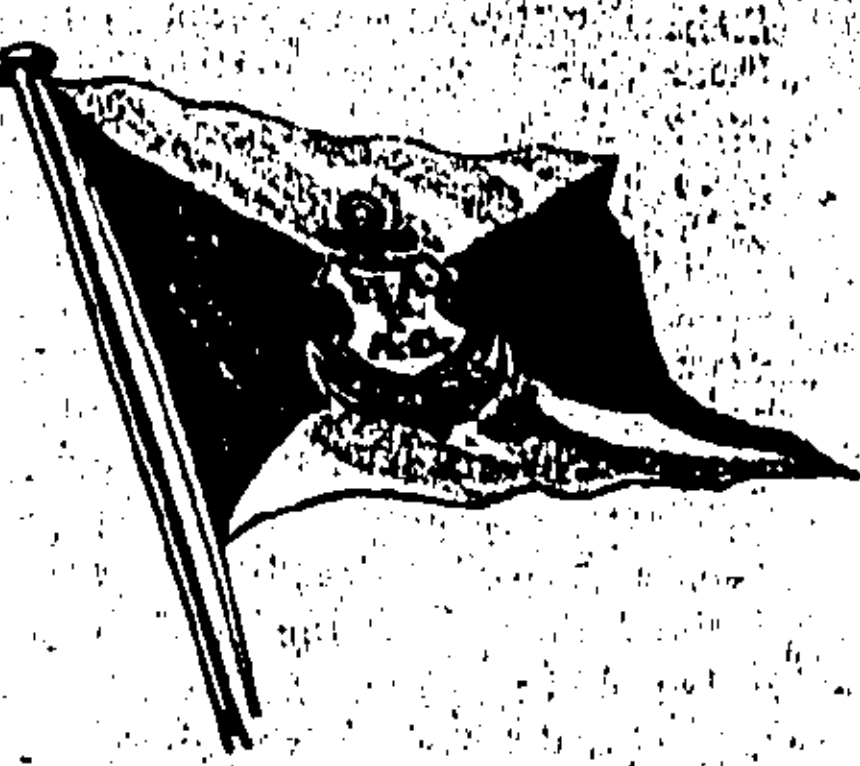
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Laundry on board, Doctor, Stewardesses carried.

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NEXT SAILINGS FROM HONGKONG.

Outward.

SILESIA	2nd Nov.
SCANDIA	2nd Dec.

Hongkong, 10th October, 1907.

Homeward.

HOHENSTAUFEN	30th Oct.
SILESIA	1st Dec.
CANDIA	8th Jan., 1908.

[3]

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Steamer	Tons	Captain	Sailing
Kumeric	6,232	D. Baird	25th Oct.
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(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st October, 1907.

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched at above, on SATURDAY, the 16th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st October, 1907.

FOR VLADIVOSTOCK.

THE Steamship

"GULF OF VENICE"

will be despatched for VLADIVOSTOCK (via SHANGHAI), on or about 30th October.

For Freight and further Particulars, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th October, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE
BETWEEN
HONGKONG, CALLAO
AND

IQUIQUE via JAPAN PORTS
(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail

KATHERINE PARK 6,000 About End of Nov.

KASATO MARU 6,100 Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,
Manager,
York Building.

Hongkong, 12th October, 1907.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. " "

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 5th October, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

For Sale.

KUHN & KOMOR'S

ART CURIOS STORE

will be RE-OPENED on the 7th inst., at
No. 13, QUEEN'S ROAD
(under Connaught Hotel),
AND

A CLEARANCE SALE at GREATLY
REDUCED PRICES

will be held to the END of THIS MONTH.

INSPECTION CORDIALLY INVITED.

Hongkong, 2nd October, 1907.

HUMBER

CYCLES.

THE BEST IN THE
WORLD.

Cycles Makers

BY

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDORAR,
GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
11, DAQUILLAR STREET, AND KOWLOON.

Hongkong, 19th July, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th October, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 9th of October, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of October, at 9.30 A.M.

All Claims must reach us before the 18th of October, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 9th October, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA,"

FROM ANTWERP, MIDDLEBROUGH, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1907.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Dordogne, from Havre ex s.s. Dordogne, and from Bordeaux ex s.s. Ville de Rochefort and Leroy Lailler, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 21st instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 21st October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th October, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY.

LTD. have now 1,000 cubic feet of COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOMIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	80,000 40,000	\$125 \$125	\$125 \$125	\$1,000,000 \$11,750,000	\$1,707,167	\$1.15/- for 1 year ending 30.6.07 @ ex 2 1/2 3/16 \$16.04	5 %	(\$647) buyers \$640 b. new is. London £77.1/-
National Bank of China, Limited	10,025	£7	£6	\$1,273,350	\$71,243	\$2 (London 3/6) for 1907	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	\$250	\$50	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	1,000	£15	£5	\$1,100,000	Tls. 185,579	Interim of 7/16 for account 1906 @ ex 2/10 11.16 per cent.	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	\$450,407	Final of \$12 making \$42 for 1905 and interim of 23 1/2 for 1906	5 1/2 %	\$760 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,375,156	\$461,467	\$1 for year ending 31.12. 5	7 1/2 %	\$165 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$320,449	\$362,980	\$1 and bonus \$2 for 1905	9 1/2 %	\$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,483	\$435,236	\$40 for 1905	13 1/2 %	\$300 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$264,638	Nil.	\$4 for year ending 30. 1907	10 1/2 %	\$271
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$250,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$27 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	\$2,700,000	£3,694	\$1 for 1906 @ ex 2 1/2 = \$1.14 per share	3 1/2 %	(\$41) sellers (\$29) sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 12 for account 1907	12 1/2 %	Tls. 45 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$100,000	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2 %	Tls. 484 buyers 43/9
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$32,957	\$137	\$1.00 for year ending 30.12.1907	4 1/2 %	\$27 sales \$10 buyers
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	Tls. 68,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	1,000	\$100	\$100	\$450,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	\$98
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	none	\$1 for 1907	...	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 874 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$10,000	\$12,546	Interim of 1/16 for a/c year ending 28.2.07	4 %	Tls. 151 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$15,000	\$11,358	No. 12 of 1/- = 48 cents	...	\$91
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$4,124	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$117
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$2,152	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$674
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$100,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$102
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 104,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 73
Shanghai and Hongkew Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 23,117	Interim of Tls. 8 for account 1907	9 %	Tls. 1024
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 144 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$10,000	\$10,908	\$24 for year ending 30.6.07	9 1/2 %	\$23 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$9,178	\$1.80 for 1906	13 %	\$14
Hongkong Hotel Company, Limited	17,000	\$50	\$50	\$164,075	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$196
Humphreys Estate & Finance Company, Limited	11,000	\$10	\$10	\$208,386	\$11,567	80 cents for 1906	7 1/2 %	\$104
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	none	\$1,089	\$24 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	28,000	Tls. 50	Tls. 50	Tls. 870,493	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	16 1/2 %	Tls. 60 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939	\$14,219	50 cents for year ending 31.7.07	4 1/2 %	\$104
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ending 30.9.06 (8 %)	11 1/2 %	Tls. 53
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 2874 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	7,604	12/6	12/6	\$1,299	\$638	1/3 per share for 1906	9 %	\$64
Campbell, Moore & Co., Limited	1,200	\$10	\$10	19,000	\$653	\$5 for 1905	...	\$20 sellers
China-Borneo Company, Limited	10,000	\$12	\$12	none	Nil.	\$1 for 1906	...	\$104
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 55 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.05	...	6 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	none	\$15,000	80 cents for 1906	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$10,000	\$2,974	\$1.30 for year ending 31.7.07	7 1/2 %	\$164 ex div.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$11,000	\$10,804	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$14 buyers
Hall & Hoyle, Limited	21,000	\$20	\$20	\$186,000	\$15,002	\$24 for year ending 28.2.07	11 1/2 %	\$144 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,953	1 per share for year ending 28.2.07	7 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000	\$4,361	Interim of \$4 for year ending June 30th '07	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$165,000	\$4,312	Interim of 80 cents per share for a/c 1907	8 1/2 %	\$25 buyers
Maaschappij tot Mijn- Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gd. 100	Gd. 100	Tls. 547,500	Tls. 10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	9 %	Tls. 333 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	none	\$2,655	\$1 per share for period from 19th Oct. to 30th Apr. '07	8 1/2 %	\$2 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none
Philippine Company, Limited	67,500	\$10	\$10	none
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 105 buyers
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 9,751	Tls. 4 for 1905	...	Tls. 35
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 66 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 19,000	Tls. 7843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 115 sales
South China Morning Post, Limited	7,200	£20	£20	none	Tls. 85,592	Interim of 1/3 for account 1907	...	Tls. 310 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	Dr. 44,934	None	...	122
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	40 cents for year ending 31.5. 7	6 1/2 %	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	Tls. 4,000	\$349	Tls. 6 1/2 for year ending 30.4.07	...	\$12
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$35,000	\$1,365	First year.	...	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000	\$5,482	80 cents on 9,000 ord. shares and 11.8 on 100 Founders shares	8 %	\$11
William Powell, Limited	15,000	\$10	\$10	none	341	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$51 buyers

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DY-
BOUTI, ROYET, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "YANRA,"
Captain Schmitt, will be despatched for
MARSEILLES on TUESDAY, the 29th
October, at 1 P.M.
This steamer connects at Colombo with one
of the Company's Australian steamers bound
for Marseilles via Bombay and Aden.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. ERNEST SIMONS, 13th Nov.
S.S. TOUKIN, 26th Nov.
S.S. POLYNESIE, 10th Dec.
S.S. TOURANE, 24th Dec.

G. DE CHAMPEAUX,
Agent.
Hongkong, 15th October, 1907. (10)

THE AMERICAN AND ORIENTAL LINE
FOR NEW YORK.
(With liberty to call at the Malabar Coast).
THE Steamship
"HEADLEY,"
will be despatched for the above Port, on
or about SATURDAY, the 26th October.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 5th October, 1907. (13)

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA,"
Captain W. Hayward, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 19th
October, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. "Britannia," 6,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Oceana,"
due in London on 30th November, 1907.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 5th October, 1907. (1)

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

The Whisky
of Great Age

DEWAR'S

IMPERIAL

John Dewar & Sons Ltd
Glasgow, Scotland

Sole Agents. BUMANN & BERBLINGER.

15, 16 & 17, Connaught Road Central.

(404)